

Road Safety Steering Committee

September 18, 2024

MS Teams

ATTENDANCE: Sam Trask, HRM
Roddy MacIntyre, HRM
David MacIsaac, HRM
Michaelyn Thompson, HRM
Nora Dickson, NSHA
Jill Morrison, HRM
Morrison Lynden, RCMP/GRC
Mike Connors, HRM
Greg Robertson, HRP

Sarah Rodger, HRM
Julia Mills, HRM
Penelope Khun, NS Health
Erin Allison, HRM
Joy Emmanuel-Omoba (Recorder)
Rob Hird, NSPW
Samantha Noseworthy, IWK
Steve Pollock, RCMP

REGRETS: Crysta Cumming, HRM
Kavita Khanna, HRCE

Lucas Pitts, HRM
Peter Andrews, HRM

| Item | Discussion |
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| Member Highlights and updates | <ul style="list-style-type: none">• Road safety collision statistics update provided from January to August 2024, noted a slight increase from the three-year rolling average.• The chart shows trends, including the impact of the pandemic and population migration to Halifax.• January, February, April, and May were higher than usual months for fatal and injury collisions.• Emphasis areas show a sixteen percent decrease in young driver collisions, a nine percent increase in aggressive driving collisions, and a twenty-five percent increase in bicycle collisions.• Sam pointed out that the statistics cover the whole HRM region, including both HRM-owned roads and provincial roads. HRM road data is separated to show what has happened on our roads versus what has happened on provincial roads.• The two collisions that occurred within HRM roadways are the Glen Arbor incident and a dirt bike collision on Highway 2 in Wellington. Glen Arbor is with SIRT for investigation, and it is uncertain if it falls under a fatal collision. Review of the details of the second collision showed no infrastructure improvement that could have prevented the collision.• Trend of collisions happening on provincial roadways and steps taken to improve the trends was shared highlighting that it was still early to investigate the collision patterns. |



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| | <p>While 2024 collisions are rising after a low 2023, the occurrence have been random, not usually at a set location and with no clear unusual contributing factors.</p> <p>Stats shared showed that by this time last year, there were thirty fatal collisions province-wide, compared to sixty-one this year, with a peak in 2021 at 44. No collision rate studies done recently yet.</p> <p>Province-wide collision reports lack detailed information, with sixteen having unknown contributing factors and thirteen awaiting reports which may have common contributing factors like impairment, driving on the wrong side of the road, and exceeding the speed limit.</p> <ul style="list-style-type: none"> • Sam inquired about motorcycle collisions, noting a trend of increasing fatalities and feedback acknowledged eight fatal motorcycle collisions in the province this year, like previous years. • Previous studies have examined the relationship between collision rates and vehicle kilometers traveled; however, no studies done in recent times. One of the key challenges mentioned is the difficulty in keeping collision data current, primarily due to delays in receiving reports. This issue underscores the need for timely data to inform future studies. • Sam suggested to automate the process of obtaining preliminary collision details of fatal and serious injury collisions to enhance the timeliness of investigations, moving away from reliance of initial reporting through the media. In the past, a previous method of immediate information sharing attempted did not perform as anticipated. <p>Action: setup introductions involving key contacts from both HRM, HRP, RCMP and the province to revive the procedure.</p> <ul style="list-style-type: none"> • For the final draft of the 2024 road safety annual report, Sarah presented a review of 2023 pedestrian and cyclist (now micromobility which includes bicycles, e-scooter, and e-bikes) collisions. • Stats show 168 pedestrian collisions, with one fatal pedestrian collision, 143 injury collisions and twenty-four with no-injury reported. Road safety will review locations with more than one collision in further details to identify potential countermeasures. |



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| | <ul style="list-style-type: none"> • Intersections are the most significant locations for pedestrian collisions, type of traffic control where the collisions occur are still at traffic signals. • Sixty-four micromobility collisions, thirty-five reported injuries, twenty-nine reported no injury. • Review of facility type where collisions occur showed seventy-three percent occurred where there was no specific infrastructure such as a bike lane or multi use path. In seventeen percent of collisions the users were traveling on sidewalk or within pedestrian crosswalks. <p>Action: Review locations with multiple pedestrian and micromobility collisions in 2023 for potential infrastructure upgrades.</p> <ul style="list-style-type: none"> • Inquiry about children or youth being involved in pedestrian collisions. The data that HRM receives from Police does not include age details. |
| <p>Police</p> | <ul style="list-style-type: none"> • Sarah shared a list of actions taken by RCMP and HRP in 2023 and planned for 2024. • HRP noted that while they work with monthly themes, speeding is an issue they focus on monthly. • Report shows increased SOTs issued for passing school buses, careless driving, and distracted driving. • Speeding enforcement has decreased due to staffing, but intersection-related enforcement has increased for issues like right turn restrictions and evading signs. Based on complaints, the team adjusts enforcement focus. • RCMP reported three percent increase in impaired driving with eleven additional charges compared to the previous year. • Sam inquired about enforcement during back-to-school and feedback shows increased monitoring at crosswalks and bus routes, and an increase in police presence around schools. Drivers still fail to stop for school buses. • RCMP’s traffic unit focuses on school zones, impaired driving, and distracted driving. In the next meeting, Chuck will be able to provide more detailed information. |



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| Corporate Communications | <ul style="list-style-type: none"> • Sam and Comms highlighted the elevated back-to-school campaign, paid advertising, utilizing social media and radio, focusing on school zones, parking, and passing school buses and ongoing steps for the new road safety survey. • Coordinating messages about passing school buses between communications and police was a welcomed notion. Will connect with HRP’s communication manager, Marla MacInnis. |
| Discussion | <ul style="list-style-type: none"> • Erin provided an overview of the collision review process for Halifax transit, including the involvement of mobile supervisors and accident investigators. The process includes reviewing reports, bus recordings, and determining preventability of collisions. She also discussed the challenges of mirror collisions and the need for better visibility to the right side of the bus. The team also considers infrastructure improvements based on operator feedback and quarterly service review committee meetings. • Sam inquired about general updates on the Traffic Safety Act and provincial partnerships with the federal government. Road safety team to develop specific questions for Rob to look into. • Sam checked in on the committee membership representation, the inclusion of HRP Sgt Palmeter was suggested and removal of Christina who is transitioning to a new role was advised. • Update on the new office of Strategic Infrastructure and Transportation Planning, to be led by the current Executive Director of Halifax Transit was shared. Transportation planning group will be moving there which maintains a connection with the committee. |
| Next Meeting | Wednesday, December 11, 2024 – MS Teams |